





# THE CHINA MAIL

## Entertainment.

**THEATRE ROYAL,**  
CITY HALL, HONGKONG.

**TOMORROW EVENING,**  
the 14th May, 1887.

GRAND OPENING NIGHT OF  
SALLINGER'S ENGLISH OPERA  
BOUFFE COMPANY.

Business Manager, Mr. N. SALLINGER.  
Stage Manager, Mr. A. RIGBY.

FOR A FEW NIGHTS ONLY.

First Time in the East on a Grand Scale

GRAND & SULLIVAN'S

Most Popular Fairy Comic Opera,

**'IOLANTHE'**

on

**'THE PEER AND THE PERI'**

COST OF CHARACTERS:

The Lord Chancellor - Mr. Arthur Rigby.

Earl of Mountararat - F. D'Eve.

Earl of Toller - A. Fawcett.

Private Willis (the

Grassie Guard) - G. Wilson.

Stephen (an Arcadian

Shepherd) - H. Salinger.

Queen of the Fairies - Miss Alice Wilson.

Iolanthe (a fairy, Stroph-

ion's Mother) - Miss Alice Wilson.

Ysolt (a Fairy) - Miss Alice Wilson.

Phyllis (an Arcadian

Shepherdess) - Miss Alice Wilson.

Chorus of Fairies and Fairies.

Act I.

An Arcadian Landscape.

Act II.

Palace Yard, Westminster.

DATE BETWEEN 1700 AND 1887.

The New Scenery specially painted by

M. R. WOOD.

BEAUTIFUL NEW COSTUMES AND

APPOINTMENTS.

Musical Director, Mr. H. W. POWYS WOOD.

Leader of Orchestra, Mr. C. SCHROEDER.

PRICES OF ADMISSION:

Dress Circle and Stalls, - - - \$2.

Back Seats, - - - - - \$1.

Military and Sailors in uniform, Half

Price, to Back Seats only.

To avoid disappointment secure your Seats

early.

Reserve Seats may be booked at Messrs.

KELLY & WALSH'S, Limited, where a Plan

of the Hall may be seen.

Doors open at 8.30. Commence at 9 p.m.

Hongkong, May 13, 1887. 903

## To-day's Advertisements.

### NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship

Menzel, Commandant BLANG,

will be despatched for

Kobe and Yokohama TO-MORROW,

the 14th instant, at 6 p.m.

G. DE CHAMPEAUX, Agent.

Hongkong, May 13, 1887. 903

### NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship

Anadyr, Commandant DELACROIX,

will be despatched for

Shanghai TO-MORROW, the 14th

instant, at 6 p.m.

G. DE CHAMPEAUX, Agent.

Hongkong, May 13, 1887. 907

### INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SWATOW, CHEFOO, TIENTSIN

AND NEWCHANG.

The Co.'s Steamship

Paumotu, Captain PAUMOTU,

will be despatched as above on

THURSDAY, the 14th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHEW & CO.,

General Managers.

Hongkong, May 13, 1887. 904

### STEAMSHIP ANADYR

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,

Rouen, and Havre, via S.S. Indus and

Rouen, in connection with the above

Steamer, are hereby informed that their

Goods - with the exception of Opium, Treas-

ure and Valuable - are being landed for

storage at their risk at the Company's

Wharves, whence delivery may be obtained

immediately after landing.

Optional Cargo will be forwarded on, unless

intimation is received from the Consignee

before 10 a.m. TO-MORROW (Saturday), the

14th inst., at which time the Goods will

be landed and the Bills of Lading will be

countered by the Underwriter.

Goods remaining unclaimed after SATUR-

DAY, the 14th inst., at Noon, will be

subject to rent and landing charges at

one cent per package per diem.

All Claims must be sent in to me on or

before MONDAY, the 23rd May, 1887, or they

will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, May 13, 1887. 609

### Not Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be responsible for any

Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong Harbour:

ARABIA, British steamer, Captain Alex.

Cook, French, Matheson & Co.

CADIZ, Swedish barque, Captain C. O.

Lehmann, - Melchers & Co.

EDDORA, British barque, Captain C. E.

Bullon, - Chinese.

GENERAL WEBER, German str., Capt. W.

Schneiders, - Melchers & Co.

WAGNER, American ship, Capt. C. O.

Oakland, - Order.

WYVERN, British steamer, Captain J.

Brotherton, - Simonsen & Co.

ADAMSON, BELL & Co., Agents.

Hongkong, May 13, 1887. 906

### NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLUMBO, ADEEN, SUEZ,

MEDITERRANEAN AND BLACK

SEA PORTS.

MARSEILLES, AND PORTS

OF BRAZIL, AND LA PLATA.

LONDON, HAVRE, BORDEAUX,

DUNKIRK AND ANTWERP.

ON THURSDAY, the 26th of May,

1887, at Noon, the Company's S.S.

SAGHALLIA, Commandant HORNER,

with MALES, PASSENGERS, SPECIE,

and CARGO, will leave this Port for the

above places.

Cargo and Specie will be registered for

London as well as for Marseilles, and

accepted in transit through Marseilles for the

principal places of Europe.

Shipping Orders will be granted until

Noon.

Cargo will be received on board until 4

p.m. Specie and Parcels until 5 p.m. on

the 26th May, 1887. Parcels are not

to be sent on board; they must be left at

the Agency's Office.

Contents and value of Packages are re-

quired.

For further particulars, apply at the

Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, May 13, 1887. 905

## MEMOS FOR TO-MORROW.

### Shipping.

Daylight - Zambesi leaves for B'bay, &c.

Daylight - Zambesi leaves for Australian

Ports.

Noon - Formosa leaves for Swatow, &c.

3 p.m. - Occidental and Oriental S.S. Co.'s

Steamer leaves for Yokohama and San

Francisco.

3 p.m. - Taiyang leaves for Singapore,

Peking and Calcutta.

5 p.m. - Menzels leaves for Kobe, &c.

6 p.m. - Anadyr leaves for Shanghai.

### Amusements.

9 p.m. - Performance at the City Hall.

### Miscellaneous.

Notice of Optional Cargo per Anadyr

to be sent in before 10 a.m.

Claims against the Atch must be sent

in to Messrs Russell & Co., on or

before this date.

## A. S. WATSON & CO.,

LIMITED.

HAVE BEEN APPOINTED

SOLE AGENTS

IN

HONGKONG, CHINA, AND MANILA,

FOR

MAWSON'S

NEW PATENT

WATER FILTERS,

WITH

RENEWABLE MEDIUM.

Handbills, showing Construction and

Patterns, supplied on application.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY,

HONGKONG.

ESTABLISHED 1841.

Hongkong, April 29, 1887. 831

The publication of this issue commenced

at 8.20 p.m.

## The China Mail.

HONGKONG, FRIDAY, MAY 13, 1887.

### TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL']

(Via Southern Line.)

### IRISH DEMONSTRATIONS IN

CANADA.

LONDON, 11th May, 1887.

A series of Irish demonstrations have

been arranged in Canada, but the loyalist

opposition is active.

### THE ADVENT OF THE TYPHOON

SEASON.

Dr. Dobrock, the Government Astronom-

er, informs us that there appears to be a

typhoon at some distance to the East of

Luzon.

### LOCAL AND GENERAL.

PASSAGE OF THE S.S. N. N. Co.

ONWARDS HONGKONG STRAITS, March 1:

Orion, 8; Smit, 14; Kinyomaru, 23;

Banlei, April 5; Elektra, Noddy, 12;

Glenfahilly, Patroclus, Schenck, 22; Ber-

enice, Denysburgh, Lord of the Isles, 23;

Triumph, 23; Glenfahilly, Orion, Ocean-

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WATER FILTERS,

WITH



Police Magistrate with a press for keeping records, similar to the one supplied in 1883. The matter was referred to the Finance Committee.

**THE RECLAMATION AT CAUSEWAY BAY.**  
The Acting Colonial Secretary laid on the table a paper by the Surveyor General on the reclamation at Causeway Bay and buildings thereat, and moved that it be referred to the Public Works Committee. The Surveyor General suggested that the other members of the Council should associate themselves with the Public Works Committee in the consideration of the report. He believed that, according to the Standing Order, they should do so.

The Acting Attorney General, in reply to His Excellency, said that the standing Committee of the Council were open to all members and the Public Works Committee was one of the standing Committees.

The paper will be found in another column.

**THE OPTIM ORDINANCE.**

**TELEGRAM FROM Peking.**

His Excellency I should like to refer to

proceed to other business to read out to

Hon. members a telegram that came into

my hands last Sunday with reference to the

Optim question. It is as follows:—The

Chinese Government has been advised as

an experiment and on trial, but request

you to add one condition to retail license,

namely, that the retail export of quantities

less than one chest should only take place

by junk and the junk river steamer,

that is, the retail is not allowed to send

broken chests to my treaty port except

Canton. Thereafter the Executive Council

was at once assembled, and a telegram

was despatched immediately afterwards to

Downing Street, saying that this Govern-

ment was in receipt of a telegram from

the Chinese Government, and that we

should like to know if the Home Govern-

ment agreed. That telegram must

have reached Home, I think, last Mon-

day; and since that we have heard nothing

I thought it would be satisfactory for Gen-

eral to say that the Chinese Government

had been advised as an experiment and

that there has been no delay whatever on

the part of this Government. And I am

sure it will be very satisfactory to Hon-

orable members to see that in substance

our countrymen are being as well as

received by the Tangli Yamen.

**THE JUDICIAL ORDINANCE.**

The Council then went into Committee

on the Ordinance framed and consolidated

the law relating to jurors.

The Acting Attorney General, referring

to Clause 5, said that he had suggested that

among the exceptions, they should add

'schoolmasters.' The reasons which had

been given were that most of the private

schools were grant-in-aid schools, and

that taking into consideration the holidays,

Mahomedan festivals, Chinese festivals,

it was very difficult indeed to put a large

number of attendances required, namely

180, and that it would be an additional

hardship if they were to lose perhaps 3 or 4

days in the year. He was informed there

were only three or four persons coming

under this exemption.

Section 17 of Clause 5 was then amended

to read as follows:—Clergymen of the

Church of England, Roman Catholic Priests,

Ministers of any congregation of Pro-

testant Dissenters of Jews, and School-

masters.

The Acting Attorney General said the

Law Revision Committee suggested that

provision should be made that in capital

cases the jury should not consist of less

than seven men.

Clause 23 was then amended so as to in-

clude this provision.

The Acting Attorney General also said

that a suggestion had been made that per-

emptory challenges of four in number be

allowed to a prisoner. He did not know,

however, if it was necessary here and made

no proposal on the subject.

The Acting Chief Justice said the provision

occurred in the Singapore code. As the

Law Commission was really only a

vision committee to consolidate old ordi-

nances it did not incorporate the provision.

However the community was much larger

than in 1864, and might be thought they

should not follow what was done then.

At present there was no challenge allowed the

prisoner. The Crown had the right, and

the custom was that if the prisoner made

any objection the judge generally accepted

it, and the challenge was allowed. As the

list was large, it might now be useful if the

prisoner were allowed to challenge four

persons, but he did not think it made any

difference.

No motion made the suggestion referred to,

and Clause 27 was taken as it stood.

The Acting Attorney General then moved

that the Standing Order be amended which

provided that any Bill to which amend-

ments had been made should not be read

a third time in the Legislative Council.

It was passed. The Bill was then

read a third time and passed.

**THE FOLLOWING BILL PASSED.**

The following Bill was passed:—An Ordinance

to enable the Trustees of the Raffles Missionary

Society to sell and dispose of certain

leasehold property within the Colony

of Hongkong; At Ordinance for the

repeal of the Ordinance of 1864, and for

the purpose to amend the Law relating

to various licences.

**ADJOURNMENT.**

The Council then adjourned sine die.

**RECLAMATION OF AND BUILDING**

**AT CAUSEWAY BAY.**

The following important letter was pre-

sented to the Legislative Council this after-

noon:—

**PUBLIC WORKS DEPARTMENT,**

Hongkong, 25th April, 1897.

Sir, The congestion of the population

especially in the central portions of the

city is now attaining proportions that cannot

be dealt with by the measures now in force.

2. The evil becomes aggravated from year

to year with the increase of fresh settle-

ment from the mainland who are said to

arrive here at the rate of 600 every month or

over 7,000 every year.

3. A view of the danger of overcrowding,

the Government has resolved in the Public

Health Bill certain provisions against this

evil.

4. But it will be of little avail legislating

against overcrowding unless in anticipation

of such a situation the Government is able

to build of acquiring sites for the erection

of new houses for the reception of the

overflow of people to be turned out of the

central districts under the provisions of the

new Act.

5. Quite recently the Sanitary Board

urged attention to the necessity of making

opportune provision for the erection of

more houses in view of the expressed in-

tenion of the Executive Government to

reduce the present dangerously overcrowded

condition of our tenements.

6. No time should therefore be lost in

dealing with this question, and in this con-

nection, I beg to submit in the accompany-

ing plan a project for reclamation and

house building in the Causeway Bay Dis-

trict by which 274 acres of ground will be

reclaimed within the period of 1,000

Chinese tenements. The project is

provided for the construction of this district

with the city by means of a tramway from

Whitfield Station to a terminus at the

Blue Buildings, Wharf.

7. I should state at the outset that this

scheme does not contemplate throwing all

this land on the market at the same time,

but in sections, a fresh section being sent

to the hammer as soon as the portions

previously sold are in process of being

covered with new buildings.

8. The cost of these works, and reclama-

tions may be defrayed not from the

ordinary Public Revenue of the Colony,

but from the premiums realized by the

periodical sale of vacant Crown lands. For

the purpose of creating a fund from this

source I would not however force or

stimulate the sale of Crown lands, but

merely meet—as it arises—the normal de-

mand for building sites in any portion of

the island.

9. The accompanying plan (not given)

of the Causeway Bay District shows, tinted

red, the area already reclaimed from the sea,

and tinted green a further area which it is

now recommended should be reclaimed in

order to secure the salubrity of the dis-

trict.

10. The portion tinted green is situate

between the hours of low water, an objection-

able foreboding extending over 300 feet.

The original reclamation project of 1885

had provided this foreboding in the area to

be filled in, but the great cost involved

ultimately led to the curtailment of the pro-

ject and only the land shown, tinted red,

has been filled in.

11. It is recommended that the area

already reclaimed (coloured red) be raised

in the form of a slope to an additional

height averaging three feet throughout,

with a view to keeping the proposed new

sewers and house drains at a general level

and in order to give them a gradient to fall

towards the sea, sufficient to impart due

velocity to the flow of sewage along the

main drainage arteries shown in blue lines

on the plan.

12. The sewerage of the new district

could not be emptied into Causeway Bay

in this circumscribed corner of the har-

bour there are no tidal currents capable of

carrying the noxious effluents out to sea.

The contents of all main drains must there-

fore be gathered into one intercepting sewer

and then conveyed along the Shinghai Road in

the direction of North Point, and there

emptied into the tidal current.

13. In order to reduce the size and cost

of these main sewers and of the general

intercepting sewer, it is not intended to

lead any storm waters into the main sewer

drainage may be allowed to escape into

Causeway Bay.

14. It is doubtful whether Causeway Bay

lots would be taken up, in any great num-

ber, unless this distant suburb is brought

into closer and speedy communication with

the City. To meet this contingency a tram-

way is proposed as essential to the scheme.

I would have advocated the laying of a

tramway from Whitfield Station to Kennedy

town had the junction of the Praya, along

the water frontage of the Millers Cove

and Naval Yard been an accomplished

fact, but in view of the uncertainty

of this work being carried out at once, I

limit myself for the present to the recom-

mendation of a line from Whitfield Station

along the Praya to a terminus at the cor-

ner of the Blue Buildings. When the

Praya Junction is completed the tramway

can be extended to Kennedy town.

15. The proposed new township will be

interior to streets sixty feet wide and

the streets will be laid out in a regular

gridiron pattern. The streets will be

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